

THE NEW YORK HERALD.

WHOLE NO. 6760.

MORNING EDITION—WEDNESDAY, FEBRUARY 28, 1855.

PRICE TWO CENTS.

AFFAIRS IN WASHINGTON.

REDUCTION OF THE RATES OF POSTAGE.

The Collins Steamers Sustained in the Senate After Nine Hours' Debate.

APPROPRIATION BILLS PASSED IN THE HOUSE.

INTERESTING SPEECH OF MR. WALBRIDGE.

Know Nothingism and the Herald.

Exciting Dispute on the Slavery Question.

INTERESTING CORRESPONDENCE,

&c., &c., &c.

SHIRTY-THIRD CONGRESS.

SECOND SESSION.

Bureau.

WASHINGTON, Feb. 27, 1855.

THE SLOOP-OF-WAR ALBANY.

A message was received from the President, transmitting a communication from the Navy Department, with a copy of the orders given to the commander of the sloop-of-war Albany, for her last cruise to Carthagena and Aspinwall. Laid on the table and ordered to be printed.

CUSTOM HOUSE AT ALEXANDRIA, VA.

On motion of Mr. MASON, (dem.) of Va., it was resolved that the Committee on Commerce be instructed to consider the expediency of erecting a building for a Custom House at Alexandria, Virginia, with accommodation for a Post Office.

MR. FESSENDEN (whig) of Me., from the Committee on Printing, reported adversely to printing Professor Eddy's fourth meteorological report. He also reported a petition from the Board of Trade of Portland, Me., for three thousand dollars, to put the tidal alarm apparatus, invented by Dr. Fletcher, into operation in the harbor of Portland.

MAIL ROUTE FROM NEW ORLEANS TO SAN FRANCISCO.—Mr. COOPER (whig) of La., presented the resolutions of the Legislature of Louisiana for the establishment of a mail route between New Orleans and San Francisco, via the Isthmus of Tehuantepec. Referred to the Committee on Post Offices.

Mr. REED, (dem.) of La., called up the House bill to reduce and modify the rates of postage. One stamp required pre-payment of letters always, by stamp, after the 1st of January, 1856; another provides for the registration of valuable letters. Considered and passed.

On motion of Mr. SPRAGUE, (dem.) of Mich., the consideration of the report of the Committee of Conference on the disagreeing vote of both houses on the bill for the relief of purchasers and locators of swamps and overflowed lands was adjourned. The report of the Committee on Swamp Lands was concurred in. Year 24, page 26.

THE COLLINS STEAMERS.—The bill relating to the appropriation of \$565,000 for the transportation of the mails from New York to Liverpool and back, that the proviso in the first section of the act approved the 21st day of July, 1852, be repealed, provided that the Collins steamers, for two years, build and maintain steamers ready for the service, if said steamship be not ready in two years, then the Collins Company shall carry the United States mails between New York and Liverpool, from the expiration of the said two years, every fortnight, free of charge to the government, until the new steamship which has commenced the mail service.

Mr. JONES, (whig) of N. Y., showed what had been done for the Collins Company, and what they still demand. It is agreed that the service shall have no division, and that the contract period be during the period for which it was originally made.

The Committee on Finance offered an amendment to revere to the government the power to terminate the contract by the six months' notice in the previous bill.

Mr. STUART—Mr. Toombs, you are in mistake when you say they come here to importune us. They come because the Postmaster General complains. The idea that the Postmaster General service should be terminated is absurd. We should put the Collins line into the General Post Office Appropriation bill, thus definitely would cease. The severance therefrom makes the trouble.

Mr. CHANNON got the floor to speak until Mr. Clayton moved to adjourn. Negative—nay, 32, yeas 13.

Mr. MALLOREY, (dem.) of Mass., to the resolution to reduce the rates of postage.

Mr. BAYARD, (dem.) of Del.—I understand from Mr. Jones, who appears to be acting advisedly, that for \$21,000 per trip, he will run the mail on the Cunard line, and \$20,000 upon that of the Collins. This does away with extra postage. By the contract Mr. Collins agreed to build five steamers. Has he done it?

Mr. STUART tried to get the floor, when Mr. Clayton moved to adjourn. Negative—nay, 32, yeas 13.

Mr. MALLOREY, (dem.) concurred with Mr. Jones. The House voted to pay \$205,000 a year for the mail service, which can be reduced to \$190,000 less. Mr. Jones assures us that this is a difference in price. Mr. Vanderbilt is well known to us all. His reputation is second to nobody. He has a right to preference. We are justified in rejecting a proposal of three hundred thousand dollars a year less from a responsible party.

Mr. TOWNE, (dem.) of Conn.—This talk about the incapacity of the Collins steamer for war purposes is not appropriate now, as far as the contract is concerned. In 1852 the compensation was left to the right to terminate the contract. Let us retain this reservation to keep the Collins line up to their duty.

Mr. DUGELAS, (dem.) of Ill.—I prefer the bill as it came from the House to the report of the committee.

Mr. TOOMBS, (whig) of Ga.—Who come here over session with renewed pertinacity? This rapacious company which never fulfilled any of their agreements with the government. The facts submitted by Mr. Jones are correct. We never gave power to terminate the contract should not be given.

Mr. BAYARD—Such a power should not be exercised by Congress.

Mr. TOOMBS.—There is not a horse mail in the country which does not contain precisely such a stipulation.

Mr. GOODWIN.—Mr. Toombs—We but from the Post Office Department, not from Congress.

Mr. BAYARD.—Mr. Toombs—A provision in the resolutions of the Legislative Assembly of Connecticut for the establishment of a mail route between New Orleans and San Francisco, via the Isthmus of Tehuantepec. Referred to the Committee on Post Offices.

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